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(54) **AIRBAG CUSHION INCLUDING A PUSHER CHAMBER**

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(57) **ABSTRACT**

An active vehicle restraint system an airbag inflator configured to expel an inflator gas in response to an airbag trigger control signal, an airbag cushion having a pusher chamber wherein the airbag cushion is configured such that the inflator gas is directed towards the pusher chamber such that the pusher chamber is pressurized before a remainder of an airbag cushion chamber, a vehicle trim piece affixed to a vehicle body with a retention element such that the vehicle trim piece covers a portion of the airbag cushion, wherein the retention element is configured such that the retention element is detached from the vehicle body by the pusher chamber and wherein the retention element maintains a structural integrity during a detachment process from the vehicle body, and an electronic control unit for generating the airbag trigger control signal in response to the sensor control signal.

(21) Appl. No.: **18/663,023**

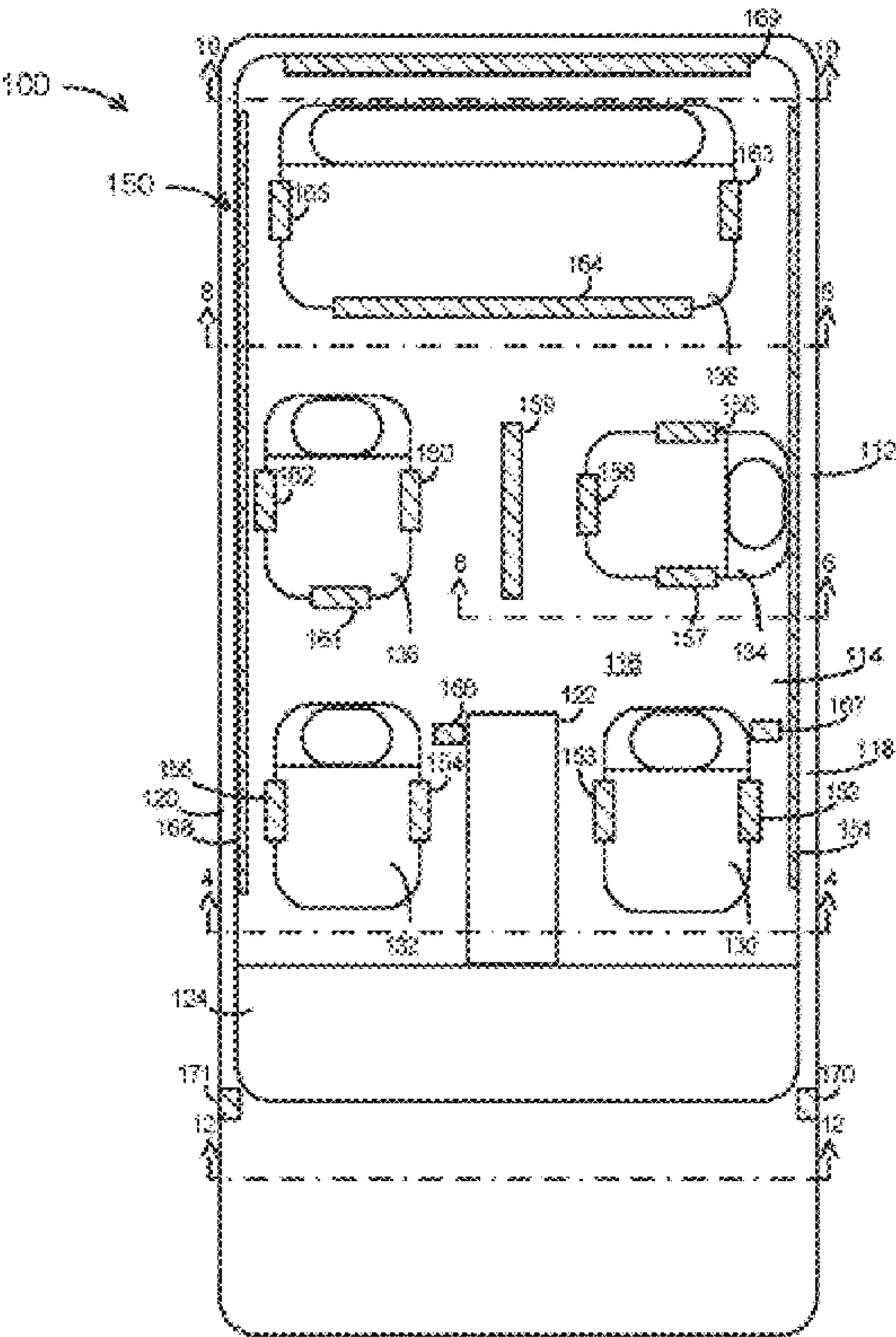
(22) Filed: **May 13, 2024**

(51) **Int. Cl.**
B60R 21/2334 (2011.01)
B60R 21/231 (2011.01)

(52) **U.S. Cl.**
CPC **B60R 21/2334** (2013.01); **B60R 21/23138** (2013.01)

(58) **Field of Classification Search**
CPC B60R 21/2334; B60R 21/23138; B60R 21/213; B60R 21/21; B60R 21/232
See application file for complete search history.

20 Claims, 6 Drawing Sheets



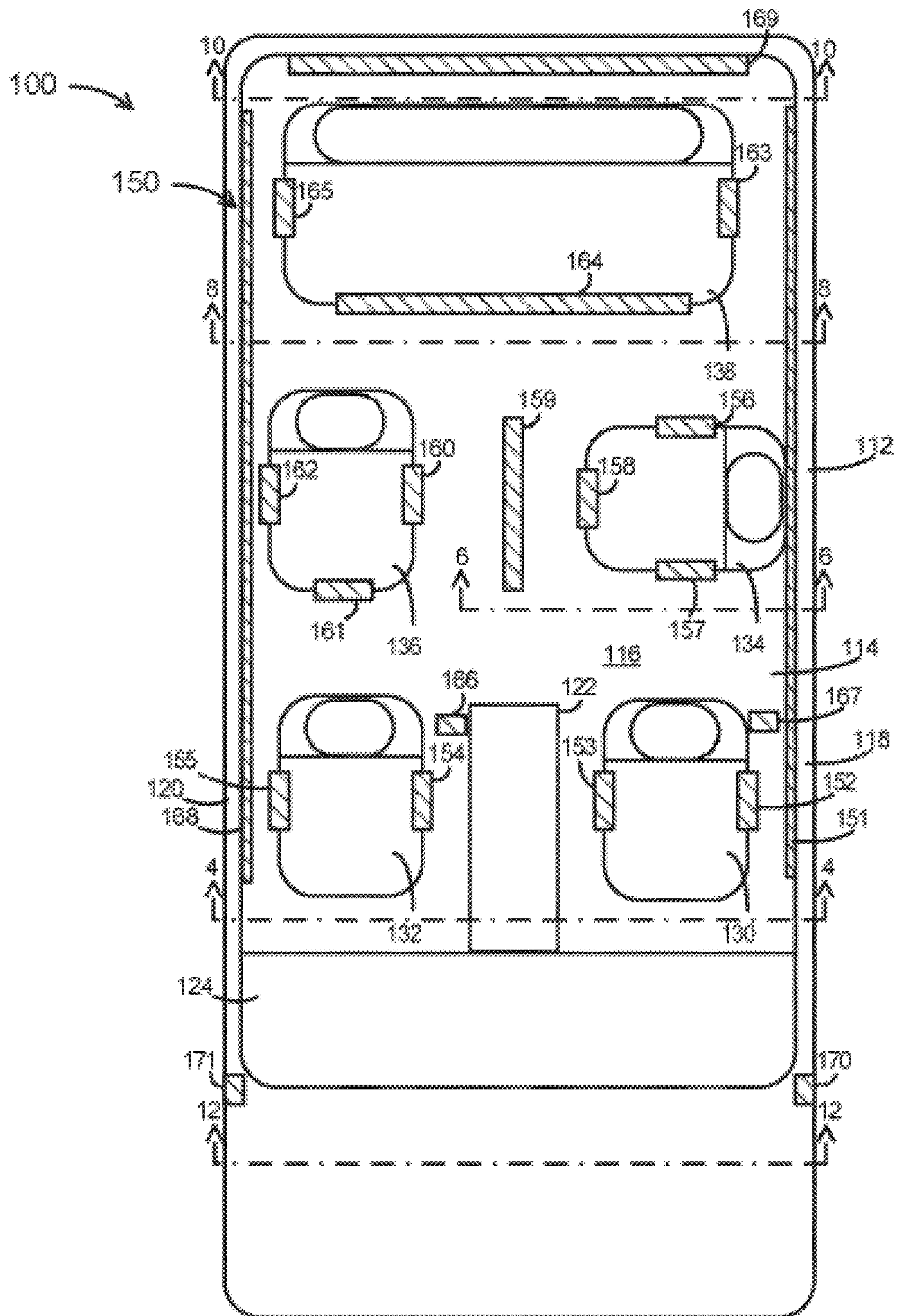


Fig. 1

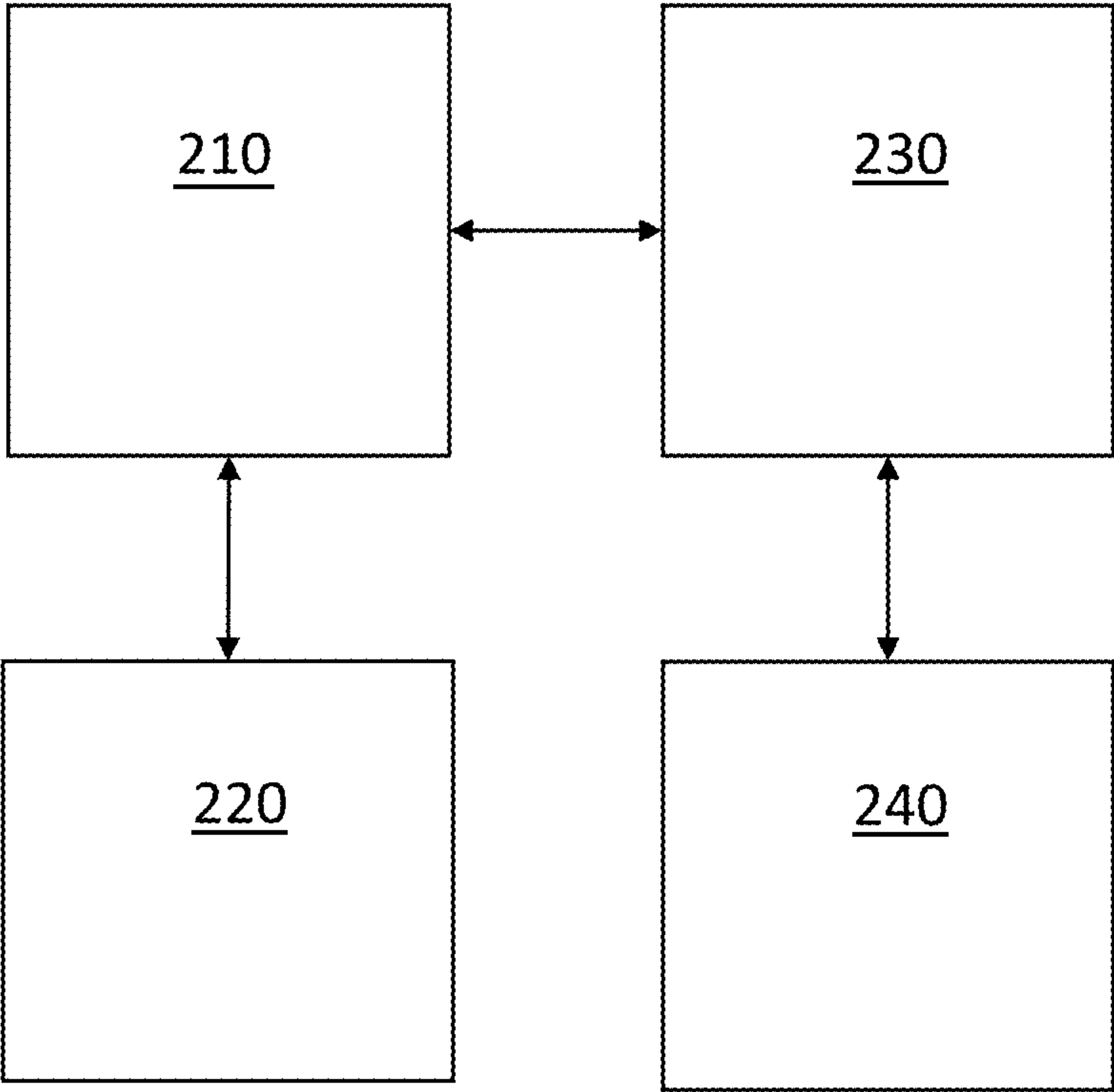


Fig. 2

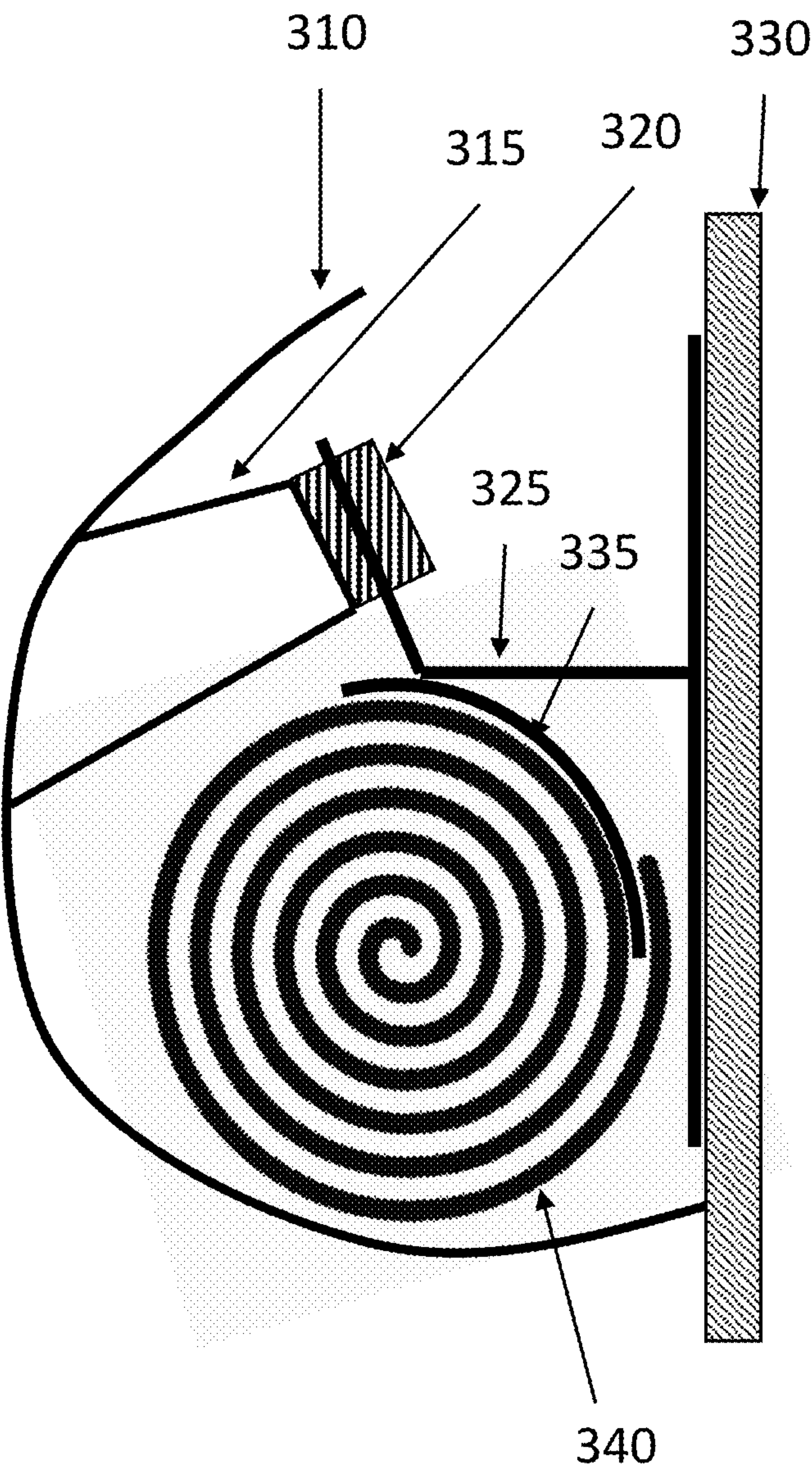


Fig. 3

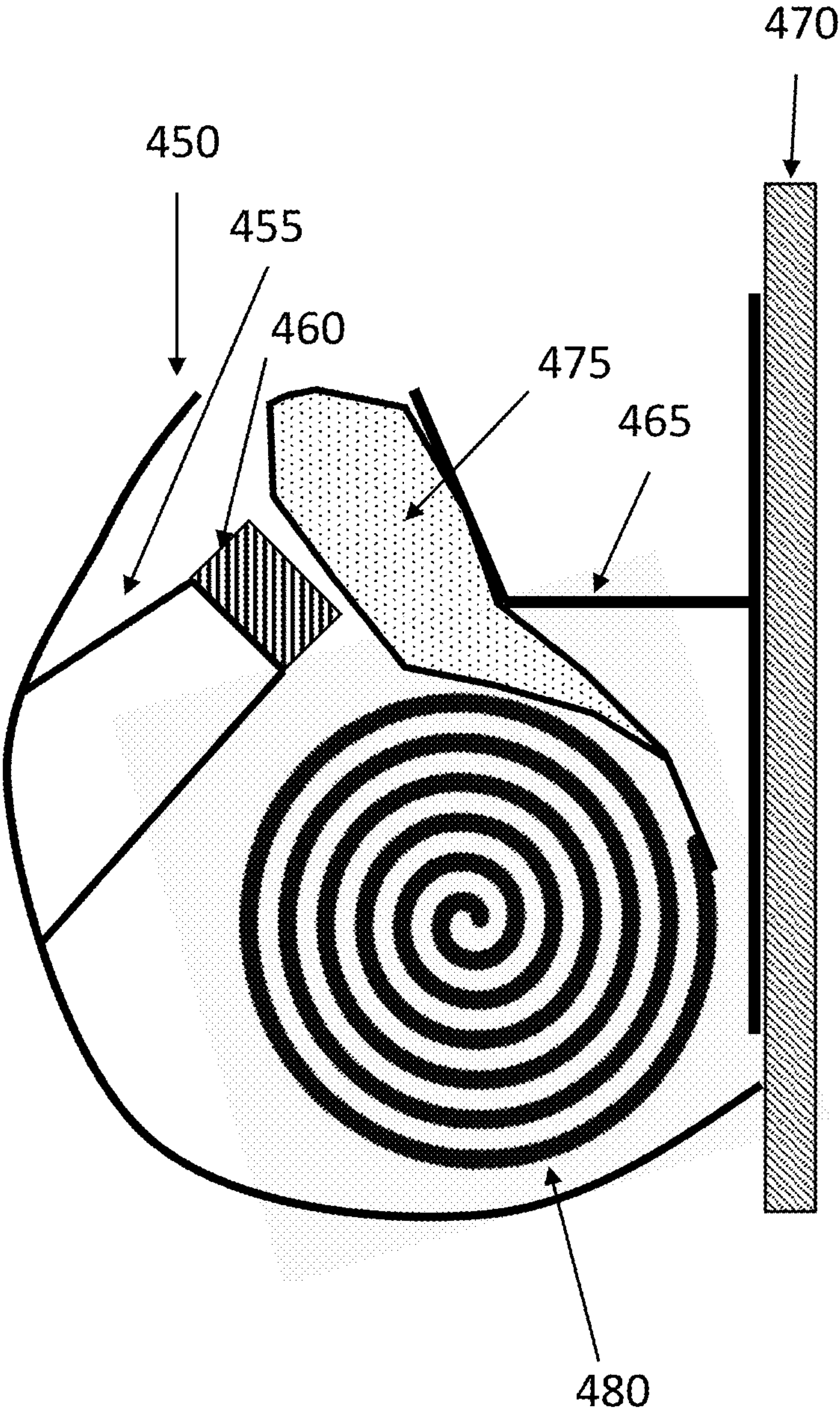


Fig. 4

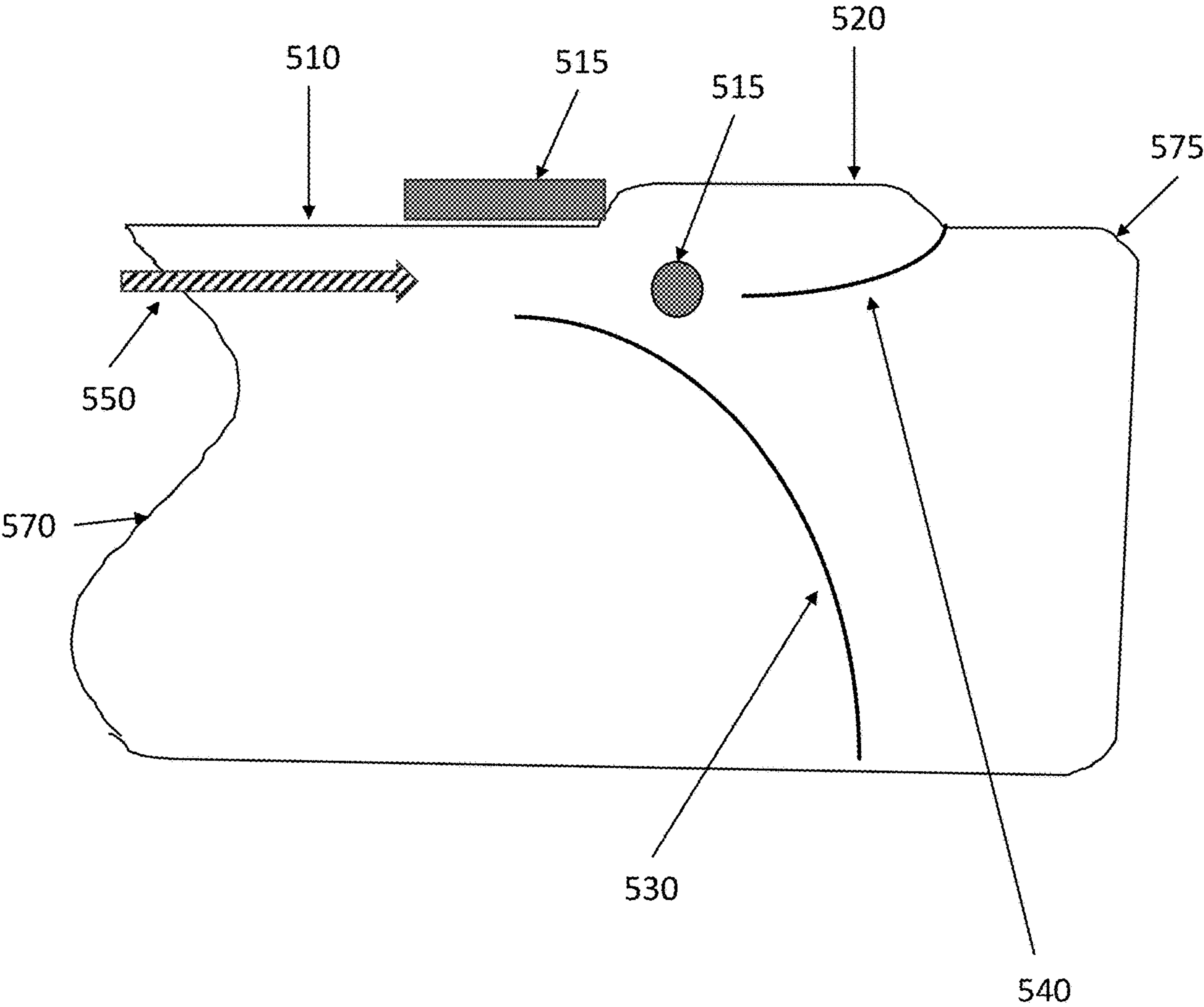


Fig. 5

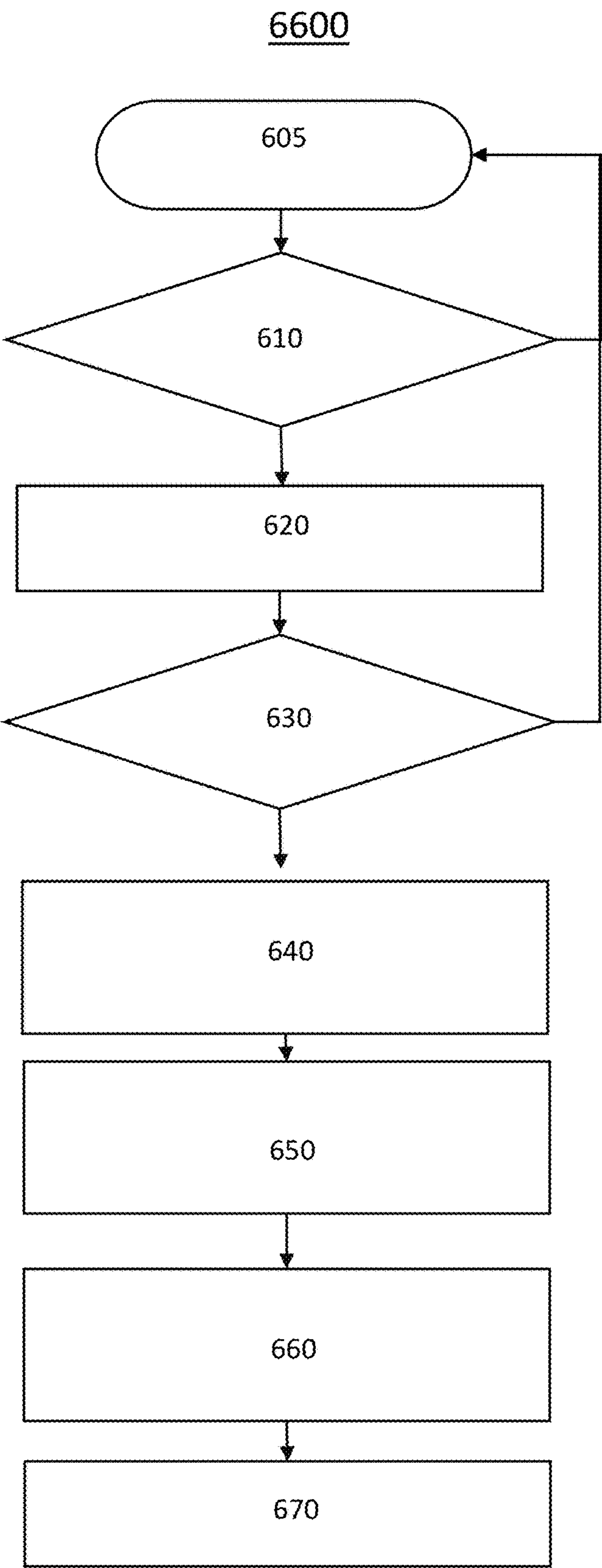


Fig. 6

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AIRBAG CUSHION INCLUDING A PUSHER CHAMBER**INTRODUCTION**

The present disclosure relates to vehicle occupant restraint systems including deployable airbag systems. More specifically, aspects of this disclosure relate to systems, methods and devices to enable safe deployment of concealed airbag systems by employing seams and pusher chambers to route inflation gases in order to disengage retention clips and cabin interior trim before full deployment of the inflation cushion.

Airbag assemblies typically include an airbag cushion and an inflator that is operable to inflate the airbag cushion. The inflator includes a tube having a closed end containing a gas source and an open end opposite the closed end and positioned within the airbag cushion. The gas source typically includes an electric igniter and at least one of an explosive charge such as a solid propellant and a stored gas charge stored under high pressure. The electric igniter ignites the solid propellant and/or releases the stored gas in response to an electronic control signal, which produces a gas that inflates the airbag cushion. Airbag assemblies are often mounted in a dashboard of a vehicle, in a seat of a vehicle and/or in a steering wheel of a vehicle. Some airbag assemblies are mounted to a roof of a vehicle and/or roof pillars of a vehicle and inflate in a downward manner toward the occupants in the vehicle. Such airbag assemblies are commonly referred to as roof-mounted or roof rail airbag systems.

The current design of airbag modules employing interior trim covers raises concerns regarding potential safety hazards during deployment. These plastic trims, while aesthetically pleasing and potentially improving initial cabin presentation, could introduce reliability issues upon airbag activation. The plastic material's reaction to the forceful and rapid inflation of the airbag is unpredictable. In the worst-case scenario, the plastic trim could delay or hinder airbag deployment, or worse, fragment upon impact creating additional projectiles within the cabin risking further occupant injury. This design feature introduces a new variable into the airbag deployment sequence, potentially compromising a well-established safety system.

Accordingly, it would be desirable to provide systems, methods and mechanisms to safely deploy vehicle airbags without creating additional projectiles within the vehicle cabin. Furthermore, other desirable features and characteristics of the present disclosure will become apparent from the subsequent detailed description and the appended claims, taken in conjunction with the accompanying drawings and the foregoing technical field and background.

SUMMARY

Disclosed herein are active vehicle safety systems and methods and related control logic for provisioning active vehicle safety systems, methods for making and methods for operating such systems, and motor vehicles equipped with such systems. By way of example, and not limitation, there are presented various embodiments of systems for providing a pillar pusher chamber to disengage trim fasteners during the initial stages of airbag deployment in a motor vehicle active safety system disclosed herein.

In accordance with an aspect of the present disclosure, an active vehicle restraint system including a sensor for generating a sensor control signal in response to an acceleration,

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an airbag inflator configured to expel an inflator gas in response to an airbag trigger control signal, an airbag cushion having a pusher chamber wherein the airbag cushion is configured such that the inflator gas is directed towards the pusher chamber such that the pusher chamber is pressurized before a remainder of an airbag cushion chamber, a vehicle trim piece affixed to a vehicle body with a retention element such that the vehicle trim piece covers a portion of the airbag cushion, wherein the retention element is configured such that the retention element is detached from the vehicle body by the pusher chamber and wherein the retention element maintains a structural integrity during a detachment process from the vehicle body, and an electronic control unit for generating the airbag trigger control signal in response to the sensor control signal.

In accordance with another aspect of the present disclosure wherein the pusher chamber is a portion of the airbag cushion chamber.

In accordance with another aspect of the present disclosure wherein the inflator gas is directed towards the pusher chamber by at least one seam within the airbag cushion.

In accordance with another aspect of the present disclosure wherein the inflator gas is directed towards the pusher chamber by a circular button sewn into the airbag cushion and wherein the circular button is further configured to accept a bolt for securing the airbag cushion to the vehicle body.

In accordance with another aspect of the present disclosure wherein the airbag cushion is a roof rail airbag cushion and the vehicle trim piece is a pillar trim piece.

In accordance with another aspect of the present disclosure wherein the retention element is a press fit clip pressed over an edge of a mounting tab rigidly affixed to the vehicle body within a vehicle cabin.

In accordance with another aspect of the present disclosure wherein the airbag cushion is a roof rail airbag.

In accordance with another aspect of the present disclosure wherein the vehicle trim piece is a pillar trim piece and wherein the retention element is a detachable c-clip engaged on a tab rigidly affixed to the vehicle body.

In accordance with another aspect of the present disclosure wherein the retention element is a spade type clip inserted first through a grommet in the pusher chamber and then through a hole in a tab rigidly affixed to the vehicle body.

In accordance with another aspect of the present disclosure, a method of implementing an active vehicle restraint system including generating, by an electronic control unit, an airbag trigger control signal in response to receiving a sensor signal indicative of an acceleration of a vehicle body exceeding a threshold acceleration, expelling an inflator gas by an airbag inflator into an airbag cushion in response to the airbag trigger control signal, and directing the inflator gas to a pusher chamber integrated within the airbag cushion such that the pusher chamber is pressurized before a remainder of the airbag cushion and wherein a pressurization of the pusher chamber causes a retention element of a vehicle trim piece to be detached from the vehicle body by the pusher chamber and wherein the retention element maintains a structural integrity during a detachment process from the vehicle body.

In accordance with another aspect of the present disclosure wherein the pusher chamber forms a portion of an airbag cushion chamber.

In accordance with another aspect of the present disclosure wherein the inflator gas is directed towards the pusher chamber by a seam sewn into the airbag cushion.

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In accordance with another aspect of the present disclosure wherein the inflator gas is directed towards the pusher chamber by a circular button sewn into the airbag cushion and wherein the circular button is further configured to accept a retention bolt to be secured within a threaded hole rigidly affixed to the vehicle body.

In accordance with another aspect of the present disclosure wherein the airbag cushion is a roof rail cushion and the vehicle trim piece is a pillar trim piece.

In accordance with another aspect of the present disclosure wherein the retention element is a detachable c-clip engaged on a tab welded to the vehicle body.

In accordance with another aspect of the present disclosure wherein the retention element is a press fit clip pressed over an edge of a mounting tab rigidly affixed to the vehicle body within a vehicle cabin.

In accordance with another aspect of the present disclosure wherein the airbag cushion is a side curtain airbag and the vehicle trim piece is a roof rail trim piece.

In accordance with another aspect of the present disclosure wherein the retention element is a spade type clip inserted first through a grommet in the pusher chamber and then through a hole in a tab rigidly affixed to the vehicle body.

In accordance with another aspect of the present disclosure, an airbag cushion including an inlet for receiving a compressed gas from an airbag inflator, wherein the airbag inflator is triggered in response to an acceleration exceeding a threshold acceleration, a pusher chamber configured such that the compressed gas is initially directed towards the pusher chamber such that the pusher chamber is pressurized before a remainder of the airbag cushion and wherein the pusher chamber is configured to disengage an interior trim piece retention element from a vehicle body frame member when the pusher chamber is pressurized such that the interior trim piece retention element maintains a structural integrity during a detachment process from a vehicle body.

In accordance with another aspect of the present disclosure wherein the airbag cushion further includes at least one of a seam and a button sewn into the airbag cushion to direct the compressed gas from the inlet to the pusher chamber such that the pusher chamber is pressurized before the remainder of the airbag cushion.

DESCRIPTION OF THE DRAWINGS

The present disclosure will hereinafter be described in conjunction with the following drawing figures, wherein like numerals denote like elements, and wherein:

FIG. 1 shows a schematic representation of an airbag system implemented in a vehicle in accordance with an exemplary embodiment of the present disclosure;

FIG. 2 is illustrative of a block diagram illustrating an exemplary implementation of an airbag module for providing vehicle occupant restraint in a motor vehicle according to an exemplary embodiment of the present disclosure;

FIG. 3 shows a diagram illustrating a cross sectional view of an exemplary active safety system including a roof rail airbag having a pillar pusher chamber in a motor vehicle in accordance with embodiments of the present disclosure;

FIG. 4 shows a cross sectional view of an exemplary active safety system illustrative of a partial deployment of a roof rail airbag having a pillar pusher chamber;

FIG. 5 shows an illustration of exemplary airbag assembly with a pusher chamber in a vehicle in accordance with the present disclosure; and

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FIG. 6 shows a flow chart illustrating an exemplary implementation of a method for implementing an active airbag assembly including a pusher chamber in accordance with the present disclosure.

DETAILED DESCRIPTION

The following detailed description is merely exemplary in nature and is not intended to limit the disclosure or the application and uses thereof. Furthermore, there is no intention to be bound by any theory presented in the preceding background or the following detailed description.

Existing airbag assemblies are often mounted in dashboards, in seats or in steering wheels of vehicles. In such circumstances, the airbag cushions of these airbag assemblies inflate toward an occupant of the vehicle from the dashboard, seat or steering wheel. When the occupant contacts the airbag cushion, the airbag cushion is compressed between the occupant and the dashboard, seat or steering wheel to absorb energy. In roof-mounted or overhead airbag assemblies, the airbag cushion often inflates downward toward the occupant from the roof or overhead structure in the vehicle.

Airbags are typically hidden from view by vehicle interior trim panels, such as A pillar covers or head liners. The utilization of trim to cover airbag deployment panels serves a multitude of purposes beyond mere aesthetics. Firstly, the trim can act as a sacrificial layer, channeling the explosive force of the airbag outward upon deployment. Secondly, the trim panel can be engineered to fragment in a predictable manner, preventing large and small pieces of trim from becoming projectiles within the vehicle cabin. Additionally, the trim can incorporate design features that guide the deployment path of the airbag, ensuring optimal occupant protection. Moreover, the trim conceals the airbag assembly, enhancing the interior design and preventing inadvertent tampering with a critical safety system. When properly configured, the airbag trim serves a vital function in ensuring the safe and controlled deployment of airbags, thereby maximizing occupant protection in the event of a collision.

The interior trim components of a motor vehicle are typically secured to the vehicle body using a combination of mechanical fasteners and adhesives. These fasteners can include plastic clips, push-pins, screws, and threaded inserts. During airbag deployment, the rapid inflation of the bag can exert significant pressure on the trim components, causing them to detach from their fastenings. This detachment may create projectiles within the vehicle cabin that could potentially injure occupants. In addition, fasteners that do not release as expected can delay or distort airbag deployment, thereby increasing the chances of occupant injury during a deployment event.

Turning now to FIG. 1, a schematic representation of an airbag system 150 implemented in a vehicle 100 in accordance with an exemplary embodiment. The vehicle 100 is depicted in the illustrated embodiment as a passenger car, but it should be appreciated that any other vehicle, including trucks, sport utility vehicles (SUVs), recreational vehicles (RVs), marine vessels, aircraft, etc., can also be used. In one embodiment, the vehicle 100 is an autonomous vehicle that is automatically controlled to carry passengers from one location to another, although the vehicle 100 may also be a manually operated vehicle.

As depicted in FIG. 1, the vehicle 100 generally includes various structural elements that make up a body or frame 112 arranged on a chassis (not shown) to substantially enclose the components of the vehicle 100. Although not shown, the

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vehicle **100** generally includes a propulsion system, a transmission system, a steering system, and a brake system, as well as data storage devices, vehicle controller, and communication system. Operation of these components is generally understood and will not be discussed in greater detail.

Typically, the body **112** encloses a cabin **114** and may include elements such as a floor **116**, doors (e.g., doors **118**, **120**), windows (not shown), windshield (not shown), center console **122**, dashboard **124**, roof (not shown), and other elements typical of a vehicle **100**. One or more seats **130**, **132**, **134**, **136**, **138** are positioned within the cabin **114** to support the driver and/or passengers. Any seating arrangement may be provided. However, in the depicted embodiment, the vehicle **100** includes a front driver seat **130**, a front passenger seat **132**, left and right middle seats **134**, **136**, and a rear bench seat **138**. Generally, seats **130**, **132**, **136**, **138** have forward-facing orientations. However, other seat orientations may be provided, as demonstrated by the side-facing orientation of seat **134** or angled seat orientations (not shown). As also depicted in FIG. 1, the center console **122** may be positioned between the front driver and passenger seats **130**, **132**. Additional structural and function details about the vehicle **100** may be introduced below.

The vehicle **100** additionally includes the airbag system **150** formed by one or more airbag modules **151-171** placed throughout the vehicle **100**. The particular locations of the airbag modules **151-171** may vary and the arrangement in FIG. 1 is presented merely as one example. Generally, the airbag modules **151-171** function to protect the occupants, cargo, and/or pedestrians by activating an airbag cushion from a collapsed or stowed state into a deployed state.

In the depicted embodiment, the airbag system **150** includes a driver-side roof rail (or curtain) airbag module **151**, a driver-side outboard airbag module **152**, and a driver-side inboard airbag module **153** associated with the front driver seat **130**. The airbag system **150** further includes a passenger-side inboard airbag module **154** and a passenger-side outboard airbag module **155** associated with the front passenger seat **132**.

The airbag system **150** further includes left, right, and front edge airbag modules **156**, **157**, **158** associated with the left middle seat **134**. The airbag system **150** also includes a center open-area airbag module **159** in between the left and right middle seats **132**, **134**. The airbag system **150** further includes left, right, and front edge airbag modules **160**, **161**, **162** associated with the right middle seat **136**. The airbag system **150** also includes left, right, and front edge airbag modules **163**, **164**, **165** associated with the bench seat **138**. The airbag system **150** also includes roof-mounted passenger and driver side airbag modules **166**, **168** and a rear window airbag module **169**. Finally, in the depicted embodiment, the airbag system **150** also includes exterior airbag modules **171**, **172** mounted on the A-pillars of the vehicle **100**. Generally, the configuration of FIG. 1 is merely an example, and one or more of the modules **151-171** may be omitted and/or additional modules may be added. Additional airbag modules may be introduced below.

As is generally understood, each seat (e.g., seat **130**, **132**, **134**, **136**, **138**) includes a horizontal lower portion or seat bottom and an upper portion or seat back that extends upward from the rear end of the seat bottom. The seat bottom may be coupled to the vehicle **100** with a mounting system that allows the vehicle seat to be moved (e.g., fore/aft, lateral, up/down, etc.). Each of the seat bottom and the seat back includes a supporting frame. A cushion, such as a foam pad, may be coupled to the frame and a trim cover may surround the cushion.

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As noted above, the seats **130**, **132**, **134**, **136**, **138** may be configured to include airbag modules (e.g., modules **151-171**) within the seat back and/or bottom, such as within and/or under the cushion and trim cover. The airbag modules may be coupled directly to the seat frame with a mounting device, such as a mounting bracket, fastener, or plate. As also noted above, the modules **200** may be mounted on other portions of the body **112**, such as the roof **126**, floor **116**, and/or exterior. As conditions warrant, the airbag cushion of the module **200** inflates and is driven away from the respective mounting location to limit the lateral, forward, or rearward movement of the occupant. Additional examples are provided below.

Reference is briefly made to a schematic functional block diagram of an airbag module of the airbag system **150** of FIG. 1 in accordance with an exemplary embodiment. Generally, the airbag module **200** may represent any of the airbag modules discussed herein, including airbag modules **151-171** discussed above.

Turning now to FIG. 2, a block diagram illustrating an exemplary implementation of an airbag module **200** for providing vehicle occupant restraint in a motor vehicle is shown. The airbag module **200** may be considered to include a controller **210**, one or more sensors **220**, an inflator **230**, and an airbag cushion **240** coupled together in any suitable manner. Generally, each airbag module **200** is configured to sense environmental conditions for the vehicle **100**, identify one or more events for the vehicle **100** for which the airbag module **200** is configured to accommodate based on the sensed environmental conditions, and in response to the identified one or more events, selectively actuate the airbag module **200**. The airbag module **200** may be mounted in any appropriate location, including the locations discussed above.

In some embodiments, various aspects of the airbag module **200** may be positioned at different locations. For example, the controller **210** and sensors **220** may be arranged in a different location than the inflator **230** and airbag cushion **240**. Moreover, multiple airbag modules **200** may share resources. In other words, a controller **210** may operate numerous airbag modules **200**, and/or sensors **220** may provide data to numerous airbag modules **200**. Further, an inflator **230** may be used to inflate multiple airbag cushions **240**.

Generally, the controller **210** may be one or multiple computers including a random access memory (RAM), a read-only memory (ROM) and a processing unit in addition to various input and output connections. The control functions of the controller **210** described herein may be implemented by one or more software programs stored in internal or external memory and are performed by execution by the processing unit. However, some or all of the functions may also be implemented by hardware components. It will be understood that the controller **210** may be implemented as a dedicated controller for controlling a particular airbag module **200**, and optionally other airbag modules, or the controller **210** can be embodied in other controllers of the vehicle **100**.

As one example and as introduced above, the controller **210** is communicatively coupled to monitor data collected by the sensors **220** associated with environmental conditions. In particular, the controller **210** is configured to identify one or more events for the vehicle **100** for which the airbag module **200** is configured to accommodate based on the environmental conditions for the vehicle **100**. The sensors **220** may include pressure sensors configured to sense the application of pressure to the exterior of the vehicle **100**.

Such pressure sensors **220** may be located in areas of the vehicle body **112**, including the front door **118**, the rear door **120**, and/or in other portions of the vehicle body **112**, such as the A-pillar, the B-pillar, or the C-pillar. Additionally, the sensors **220** may include accelerometers or other sensors configured to sense transverse acceleration of the vehicle **100**. Further, the sensors **220** may include a gyro sensor or other sensor configured to sense rotation of the vehicle **100** about its longitudinal axis. In some embodiments, the controller **210** may receive signals from other sources, such as other vehicle systems or sensors outside of the module **200**.

In one exemplary embodiment, the sensors **220** may collect additional information, including information about the occupant. For example, the sensors **220** may include weight or pressure sensors that detect the presence of an occupant in the seat, thereby enabling actuation of the airbag module when an occupant is present and preventing actuation of the airbag module with there is no occupant. As another example, the sensors **220** may include pressure, proximity, or other type of sensors that determine the orientation and/or position of the occupant in the seat (e.g., the size of the occupant, which way the occupant is facing, head position of the occupant relative to body structures, and/or whether the occupant is sitting upright or lying down). This information may be useful to determine which airbag module (or modules) **200** to activate.

Upon detection of an event, the controller **210** generates a command signal for the inflator **230**. In response, the inflator **230** provides gas or air to the airbag cushion **240**. Generally, airbag cushion **240** is an inflatable structure that is initially in a stowed or collapsed state. In the stowed state, the airbag cushion **240** of the airbag module **200** may be hidden from view within the interior of the vehicle **100**. The airbag cushion **240** may be folded, rolled, or otherwise compressed into the stowed state prior to deployment.

Upon being inflated by the air from the inflator **230**, the airbag cushion **240** is inflated into the deployed state. Specifically, the airbag cushion **240** has one or more internal inflatable chambers which are inflated by the selective rapid introduction of inflation gas. The inflation causes any covering to be displaced, thereby exposing the cushion **240** to the cabin **114** of the vehicle **100**.

Turning now to FIG. 3, a diagram illustrating a cross sectional view of an exemplary active safety system **300** including a roof rail airbag **340** having a pillar pusher chamber **335** in accordance with embodiments of the present disclosure is shown. During vehicle assembly airbags are typically affixed to interior vehicle cabin surfaces before interior trim pieces are installed. The exemplary roof rail airbag **335** is shown in a rolled, pre-deployment configuration. Once the airbag **340** is installed, pillar trim **310** can be affixed to a vehicle body panel **330** using a trim support **315** and a trim clip **320** to conceal the airbag **340**. The trim clip **320** is mechanically coupled to a trim support **315** which is formed as part of, or mechanically coupled to, an interior surface of the pillar trim **310**. The trim support **315** can be rigid or pliable depending on the design requirements. A header extension **325** is rigidly affixed to an interior surface of the vehicle body panel. During vehicle assembly, the trim clip **320** is clipped to the header extension **325** to support and restrain the pillar trim **310** after installation of the airbag **340**. In some exemplary embodiments, the header extension **325** can act as a reactionary surface for the airbag **340**.

Turning now to FIG. 4, a cross sectional view of an exemplary active safety system **400** illustrative of a partial deployment of a roof rail airbag **480** having a pillar pusher chamber **475** in accordance with embodiments of the present

disclosure is shown. In some exemplary embodiments, deployment of the roof rail airbag **480** initially pressurizes the pillar pusher chamber **475**. The inflating pillar pusher chamber **475** asserts a pressure on the trim clip **460** in such a way that the trim clip **460** is disengaged from the header extension **465** without breaking the trim clip **460**, or fracturing the trim clip **460** in a predicted, desired manner. For example, for a push type edge clip can be inserted in an installation direction over a header extension **465** for providing support restraint to the pillar trim in a direction orthogonal to the surface of the header extension **465** and the installation direction. When the roof rail airbag **480** is deployed, the pillar pusher chamber **475** exerts a force on the push type edge clip opposite to the installation direction thereby disengaging the clip from the header extension **465** before the airbag applies a force on the pillar trim **450** orthogonal to the surface of the header extension **465**. In some exemplary embodiments, the trim clip **460** stays rigidly affixed to the pillar trim **450** via the trim support **455**. After initial deployment of the pillar pusher chamber **475**, the remaining portions of the roof rail airbag **480** fully deploy supported by the vehicle body panel **470**. In some exemplary embodiments, the pillar trim **450** can be configured with additional tabs and/or clips to initially restrain the pillar trim **450** during airbag deployment such that the pillar trim is ejected away from vehicle occupants during airbag deployment.

Turning now to FIG. 5, an illustration of exemplary airbag assembly **500** with a pusher chamber **520** in a vehicle in accordance with the present disclosure is shown. The exemplary airbag assembly **500** can include an airbag cushion **510**, a pusher chamber **520**, a first seam **530**, and a second seam **540**. According to exemplary embodiments, the airbag cushion **510** can be a roof rail airbag cushion. For a roof rail airbag configuration, the airbag assembly **500** can be positioned along one or more interior trim pillars and the roofline of the passenger compartment. The airbag assembly **500**, in its undeployed state, can be secured by a plurality of clips and tethers at its upper edge to attachment points on the interior structure of the vehicle, such as the roof bow or pillar trim. The tethers may include straps, wires, or other suitable restraining elements. The clips and tethers function to retain the airbag assembly **500** within its housing prior to deployment while allowing for controlled deployment along a predetermined path during a side impact collision event.

In some exemplary embodiments, a pusher chamber **520** is integrated into the airbag cushion **510** in order to disengage one or more of the restraining elements, such as clips and/or tethers, during an airbag assembly deployment, thereby preventing trim breakage and reducing the occurrence of trim fragments being ejected toward a vehicle occupant. In addition, disengage of one or more of the restraining elements by the pusher chamber **520** prevents delayed deployment of the airbag assembly **500**. For example, during deployment the inflator gas flow **550** is directed in such a way that the gas first flows into the pusher chamber **520**. As a result, the pusher chamber **520** pushes the airbag cushion **510** inward to disengage the trim restraining element.

For example, in a roof rail airbag application, when the airbag assembly **500** is deployed, gas from the airbag assembly inflator is first directed to fill the pusher chamber **520** between headliner and A-pillar trim. As a result, the A-pillar trim is disengaged without breaking by the force of the inflator gas filling the pusher chamber **520**. In some exemplary embodiments, the pusher chamber **520** can be sized to have a height that reaches from the airbag cushion

510 to a top of the inner panel and a width that spans from the A pillar trim doghouse to the header extension **515** such that enough force is generated to disengage the A pillar trim. In some exemplary embodiments, an inactive button **515** on the airbag cushion **510** can divide the inflator gas flow **550** between the main chamber of the airbag cushion and the pusher chamber **520**. The button **515** can further be used as a space to sew a mini-tab for an affixing bolt. The button **515** can further be configured as a restraint to the pusher chamber **520**.

In some exemplary embodiments, seams **530**, **540** can be employed to direct inflator gas flow **550** such that the pusher chamber **520** is fully inflated before the rest of the airbag cushion is inflated. These seams **530**, **540**, particularly those with strategically placed tear points, can influence how the airbag expands. These tears allow for localized expansion in specific areas, such as the pusher chamber **520** helping the airbag better conform to the occupant's body shape for optimal protection. For example, a first seam **530** can be stitched within the airbag cushion **510** such that inflator gas flow **550** received at a proximate edge **570** of the airbag cushion **510** is directed initially towards a distal edge **575** of the airbag cushion. A portion of this redirected inflator gas flow **550** can then be directed into the pusher chamber **520** by the second seam **540**. In some exemplary embodiments, these seams **530**, **540** can be tear away seams that disengage when the airbag cushion **510** nears complete inflation.

Turning now to FIG. 6, a flow chart illustrating an exemplary method **400** for implementing an active airbag assembly including a pusher chamber in accordance with the present disclosure is shown. The method **600** is first operative to monitor **605** for an impact event. The impact event is a high impact force experienced by the vehicle detected in response to signals generated by airbag sensors in the vehicle. The airbag sensors can include accelerometers which employ use microelectromechanical systems (MEMS) technology or internal masses. During a high impact force event, the rapid deceleration forces the mass to move against internal springs or alters the electrical field within the sensor. This change triggers a signal indicating a potential collision. Alternatively G-force sensors can be employed as airbag sensors. G-force sensors can be specialized accelerometers designed to detect high-g forces associated with a high impact event. G-force sensors can be tuned to a specific range of accelerations relevant to airbag deployment. If no impact event is detected **610**, the method **600** returns to monitoring **605** for the impact event.

If an impact event is detected **610**, the method **600** is next operative to analyze **620** the airbag sensor signals to determine if the airbag should be triggered. This analysis can include magnitude of the acceleration, such as if the airbag sensors detects a sudden and significant deceleration exceeding a predetermined threshold during a collision. In some exemplary embodiments, the electronic control unit (ECU) for the active safety system can receive signals from multiple airbag sensors, such as signals from sensors from different locations in the vehicle. The ECU then analyzes the data from each of the sensors and can consider factors like the severity of the impact, location of impact, and whether seatbelts are fastened. Based on the sensor data and programmed algorithms, the ECU determines if the sensor data exceeds a triggering threshold **630** in order to decide whether to deploy the airbags and which airbags to deploy. If the sensor data does not exceed the triggering threshold, the method returns to monitoring **605**. If the sensor data does exceed the triggering threshold for deployment, the ECU sends **640** an electrical signal to the airbag inflator to trigger

inflation. In some exemplary embodiments, the inflation includes a rapid chemical reaction that generates hot nitrogen gas to inflate the airbag cushion at high speed, providing a cushion for the occupant.

In response to triggering the inflator, the method **600** initially directs **650** the inflator gas towards the pusher chamber integrated within the airbag cushion. Inflation of the pusher chamber acts to disengage the airbag restraint element, such as a clip or tether. The pusher chamber and airbag restraint element are configured such that inflation of the pusher chamber disengages the restraint element without breaking the restraint element. Disengaging the intact restraint element avoids fragments of the restraint element and/or fragments of a trim piece, such as an A-pillar trim, being ejected towards a vehicle occupant.

After inflation of the pusher chamber, the method **600** is next configured to direct **660** the inflator gas towards the remainder of the airbag cushion. In some exemplary embodiments, the inflator gas can be redirected resulting from a pressurization of the pusher chamber. For example, when the pusher chamber pressure reaches a certain pressure, the inflator starts flowing towards the lower pressure airbag cushion cavity as a result of the pressure differential. In another exemplary embodiments, the pressure chamber can include a flap or valve with cuts of the inlet of the pusher chamber from the inflator gas once the pusher chamber pressure exceeds a predetermined pressure threshold. After deployment of one or more airbags, the ECU can generate **670** a data signal indicative of the airbag deployment event and couple this data signal to over vehicle controllers.

While at least one exemplary embodiment has been presented in the foregoing detailed description, it should be appreciated that a vast number of variations exist. It should also be appreciated that the exemplary embodiment or exemplary embodiments are only examples, and are not intended to limit the scope, applicability, or configuration of the disclosure in any way. Rather, the foregoing detailed description will provide those skilled in the art with a convenient road map for implementing the exemplary embodiment or exemplary embodiments. It should be understood that various changes can be made in the function and arrangement of elements without departing from the scope of the disclosure as set forth in the appended claims and the legal equivalents thereof.

What is claimed is:

1. An active vehicle restraint system comprising:
 - a sensor for generating a sensor control signal in response to an acceleration;
 - an airbag inflator configured to expel an inflator gas in response to an airbag trigger control signal;
 - an airbag cushion having a pusher chamber wherein the airbag cushion is configured such that the inflator gas is directed towards the pusher chamber such that the pusher chamber is pressurized before a remainder of an airbag cushion chamber;
 - a vehicle trim piece affixed to a vehicle body with a retention element such that the vehicle trim piece covers a portion of the airbag cushion, wherein the retention element is configured such that the retention element is detached from the vehicle body by the pusher chamber and wherein the retention element maintains a structural integrity during a detachment process from the vehicle body; and
 - an electronic control unit for generating the airbag trigger control signal in response to the sensor control signal.

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2. The active vehicle restraint system of claim 1 wherein the pusher chamber is a portion of the airbag cushion chamber.

3. The active vehicle restraint system of claim 1 wherein the inflator gas is directed towards the pusher chamber by at least one seam within the airbag cushion.

4. The active vehicle restraint system of claim 1 wherein the inflator gas is directed towards the pusher chamber by a circular button sewn into the airbag cushion and wherein the circular button is further configured to accept a bolt for securing the airbag cushion to the vehicle body.

5. The active vehicle restraint system of claim 1 wherein the airbag cushion is a roof rail airbag cushion and the vehicle trim piece is a pillar trim piece.

6. The active vehicle restraint system of claim 1 wherein the retention element is a press fit clip pressed over an edge of a mounting tab rigidly affixed to the vehicle body within a vehicle cabin.

7. The active vehicle restraint system of claim 1 wherein the airbag cushion is a roof rail airbag.

8. The active vehicle restraint system of claim 1 wherein the vehicle trim piece is a pillar trim piece and wherein the retention element is a detachable c-clip engaged on a tab rigidly affixed to the vehicle body.

9. The active vehicle restraint system of claim 1 wherein the retention element is a spade type clip inserted first through a grommet in the pusher chamber and then through a hole in a tab rigidly affixed to the vehicle body.

10. A method of implementing an active vehicle restraint system comprising:

generating, by an electronic control unit, an airbag trigger control signal in response to receiving a sensor signal indicative of an acceleration of a vehicle body exceeding a threshold acceleration;

expelling an inflator gas by an airbag inflator into an airbag cushion in response to the airbag trigger control signal; and

directing the inflator gas to a pusher chamber integrated within the airbag cushion such that the pusher chamber is pressurized before a remainder of the airbag cushion and wherein a pressurization of the pusher chamber causes a retention element of a vehicle trim piece to be detached from the vehicle body by the pusher chamber and wherein the retention element maintains a structural integrity during a detachment process from the vehicle body.

11. The method of implementing the active vehicle restraint system of claim 10 wherein the pusher chamber forms a portion of an airbag cushion chamber.

12. The method of implementing the active vehicle restraint system of claim 10 wherein the inflator gas is directed towards the pusher chamber by a seam sewn into the airbag cushion.

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13. The method of implementing the active vehicle restraint system of claim 10 wherein the inflator gas is directed towards the pusher chamber by a circular button sewn into the airbag cushion and wherein the circular button is further configured to accept a retention bolt to be secured within a threaded hole rigidly affixed to the vehicle body.

14. The method of implementing the active vehicle restraint system of claim 10 wherein the airbag cushion is a roof rail cushion and the vehicle trim piece is a pillar trim piece.

15. The method of implementing the active vehicle restraint system of claim 10 wherein the retention element is a detachable c-clip engaged on a tab welded to the vehicle body.

16. The method of implementing the active vehicle restraint system of claim 10 wherein the retention element is a press fit clip pressed over an edge of a mounting tab rigidly affixed to the vehicle body within a vehicle cabin.

17. The method of implementing the active vehicle restraint system of claim 10 wherein the airbag cushion is a side curtain airbag and the vehicle trim piece is a roof rail trim piece.

18. The method of implementing the active vehicle restraint system of claim 10 wherein the retention element is a spade type clip inserted first through a grommet in the pusher chamber and then through a hole in a tab rigidly affixed to the vehicle body.

19. An airbag cushion comprising:

an inlet for receiving a compressed gas from an airbag inflator, wherein the airbag inflator is triggered in response to an acceleration exceeding a threshold acceleration;

a pusher chamber configured such that the compressed gas is initially directed towards the pusher chamber such that the pusher chamber is pressurized before a remainder of the airbag cushion and wherein the pusher chamber is configured to disengage an interior trim piece retention element from a vehicle body frame member when the pusher chamber is pressurized such that the interior trim piece retention element maintains a structural integrity during a detachment process from a vehicle body.

20. The airbag cushion of claim 19 wherein the airbag cushion further includes at least one of a seam and a button sewn into the airbag cushion to direct the compressed gas from the inlet to the pusher chamber such that the pusher chamber is pressurized before the remainder of the airbag cushion.

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